

# The Hongkong Telegraph.

(ESTABLISHED 1851.)

NEW SERIES No. 5278

二月廿八日光三十三年二十號

TUESDAY, OCTOBER 9, 1906.

二月廿八

九月十日英譯

350 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL \$16,000,000  
RESERVE FUND—  
Sterling Reserve \$10,000,000  
Silver Reserve \$10,250,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
A. HAUPT, Esq., Chairman.  
G. H. Medhurst, Esq., Deputy Chairman.  
G. Balloch, Esq.  
E. Goetz, Esq.  
Hon. Mr. W. J. Greson  
C. R. Lennox, Esq.  
D. M. Nissim, Esq.  
ACTING CHIEF MANAGER—  
Hongkong—H. E. R. HUNTER.  
ACTING MANAGER—  
Shanghai—W. ADAMS ORAM.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.  
ON FIXED DEPOSITS  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.  
H. E. R. HUNTER,  
Acting Chief Manager.  
Hongkong, 17th September, 1906.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer all their open balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
H. E. R. HUNTER,  
Acting Chief Manager.  
Hongkong, 30th May, 1906.

## DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP: £1,500,000  
HEAD OFFICE—SHANGHAI  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tsinan Tsingtao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction des Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder & Co.

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Cologne

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Manager.

Hongkong, 9th October, 1906.

## NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society).

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Chertbon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Delhi), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasim.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4½ do.

Do. 3 do. 3½ do.

L. ENGEL,

Agent.

Hongkong, 28th February, 1906.

## DENTAL SURGEON.

G. DE PERINDORGÉ.

DIPLOMA: PARIS.

Latest Improvements including

PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street.

Hongkong, 1st June, 1906.

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 28th May, 1893.

## Banks.

THE

OKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP ... 21,000,000

CAPITAL UNCALLED ... 3,000,000

RESERVE FUND ... 13,700,000

Head Office—YOKOHAMA.

Branches and Agents.

TOKIO. HONOLULU. SHANGHAI.

NAGASAKI. NEWCHWANG.

LYONS. PORT ARTHUR.

SAN FRANCISCO. MUKDEN.

BOMBAY. CHEFOO.

TIENTSIN. DALNY.

PEKING. TIE-LING.

KOBE. OSAKA.

NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARS' BANK, LTD.

THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per annum on the Daily Balance.

H. E. R. HUNTER,

Acting Chief Manager.

Hongkong, 17th September, 1906.

19

## Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

STREAMERS

TO SAIL ON

REMARKS

SHANGHAI and JAPAN { MAZAGON Capt. W. H. S. Hall } About 9th October Freight only.

YOKOHAMA via SHANGHAI, CHINGWANTAO, MOJI & KOREA { PERA Capt. A. L. Valentini } About 14th October Freight only.

SHANGHAI { DELTA Capt. C. L. Daniel } About 18th October Freight and Passage.

LONDON, &c., via usual Ports { DELHI Capt. J. D. Andrews, R.N.R. } 20th Oct. Freight and Passage.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES { MANILA A. W. Anderson, R.N.R. } About 25th October Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 22nd September, 1906.

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E. A. HEWETT, Superintendent.

Hongkong, 22nd September, 1906.

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## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN,"	3,338 tons	Captain W. A. Valentine.
"FATSHAN,"	2,260	R. D. Thomas.
"HANKOW,"	3,673	C. V. Lloyd.
"KINSHAN,"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HONAM,"	4,363 tons	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon.		
Departures from Macao to Hongkong daily at 7:30 A.M.		

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	1,119 tons	Captain T. Hamlin.
Service temporarily suspended.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.  
THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	569	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Agent of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 27th September, 1906.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected, on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAH	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY  
OF THE  
JAVA-CHINA JAPAN, LIJN.

Telephone No. 375,  
YORK BUILDINGS, 1st Floor.  
Hongkong, 29th September, 1906.

## WEST RIVER BRITISH STEAMSHIP CO., LTD.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. CO.,  
HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
3, PEDDEE STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
59, Bentinck Street. 566, Nanking Road  
Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
17, DES VŒUX ROAD CENTRAL  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1905.

TSIN TING,  
LATEST METHODS OF DENTISTRY,  
STUDIO AT NO. 14, D'AGUILAR-STREET.  
REASONABLE FEES.  
Consultation Free.

Hongkong, 10th July, 1905.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PEMANG, COLOMBO, ADEN, SUEZ PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG:  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELLOW	WEDNESDAY, 5th December.
PRINZ REGENT LUFTPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEIDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

\* From the Eastern French Mail Buoy.

ON WEDNESDAY, the 16th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Grosch, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.50

and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA & GIBRALTAR	1st Class	2nd Class	3rd Class
Return	£61. o. o.	£12. o. o.	£2. o. o.
91. o. o.	63. o. o.	33. o. o.	

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG

Return	65. o. o.	44. o. o.	24. o. o.
97. o. o.	66. o. o.	36. o. o.	

TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA OR GIBRALTAR	1st Class	2nd Class	3rd Class
Return	64. o. o.	44. o. o.	26. o. o.
113. o. o.	79. o. o.	47. o. o.	

VIA BREMEN OR SOUTHAMPTON

Return	68. o. o.	46. o. o.	27. o. o.
123. o. o.	83. o. o.	49. o. o.	

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

## PROPOSED SAILINGS FROM HONGKONG.

## (Subject to alteration.)

STEAMERS.

SAILING DATES.

SANDAKAN.....TUESDAY, 16th October.

WILLEHAD.....4/73.....TUESDAY, 13th November.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronized by the Hongkong Club,

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**Intimation.**

**Powell's**  
ALEXANDRA  
BUILDINGS.

JUST ARRIVED  
from Europe.

**FASHIONABLE COSTUMES**

Smart, Well-cut and  
Dainty.

Reasonable Prices.

A Choice Selection  
of the  
NEWEST AUTUMN  
**JACKETS**

from

\$14.50

Each.

Some Up-to-date Light  
and Medium-weight

**TWEED DRESS SKIRTS**  
Well-made, Smart.

Also

DRESS FABRICS,  
GLOVES, LACES,  
TRIMMINGS,  
BLUSES  
and a dozen of the  
Very-Latest

**FEATHER STOLES.**

Inspection Invited.

**W.M. POWELL,  
LTD.,  
HONGKONG.**

Hongkong, 9th October, 1906.

**Intimation.**

K. A. J. CHOTIRMALL & CO.,  
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.  
SILK KIMONOS, LADIES' BLouses  
AND SHAWLS.

SANDALWOOD BOXES (INLAID).  
HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES, &c.  
LINEN HANDKERCHIEFS, JAVA  
SERONGS.

MANDARIN COATS, COTTON  
SHIRTS.

SILK, LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

**Consignees.****NOTICE TO CONSIGNEES**

THE P. & O. S. N. Co.'s Steamer

"MAZAGON"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at *their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex. B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 8th October, 1906.

**NOTICE TO CONSIGNEES**

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

FROM LONDON, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at *their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex. S.S. *Britannia*.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 4th October, 1906.

**"SHIRE" LINE OF STEAMERS.****NOTICE TO CONSIGNEES**

FROM ANTWERP, LONDON AND  
STRAITS.

THE Steamship.

"MERIONETHSHIRE."

Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMEY & CO.,

Agents.

Hongkong, 4th October, 1906.

**For Sale.****FOR SALE.**

WEISBACH'S  
IN-DOOR &  
OUT-DOOR  
4-LIGHT  
GAS ARC  
LAMPS,  
Do. BOXED  
LIGHTS,  
Do. HARP  
LAMPS,  
Do. MAN-  
THES, CHIM-  
NEYS, GLO-  
BES, SHA-  
DES, &c., &c.,  
and INCAN-  
DESCENT  
GASOLINE  
LAMPS of all  
descriptions  
from best  
makers.

NAPHTHA of  
the best kind  
for GASO-  
LINE LAMPS  
and GASO-  
LINE EN-  
GINES, kept  
in Stock.

TAI KWONG CO.,  
109, Des Voeux Road Central.

Hongkong, 1st October, 1906.

Hongkong, China and Manila.

A BROKEN-DOWN SYSTEM,  
a condition of disease to which doctors  
are subject, and which often causes them  
to give up their profession, and which  
is a very serious malady that attacks the system.

No matter what may be its cause (for they are  
all most painful), its symptoms are the same;

loss of appetite, debility, prostration, weariness, depression of spirits and  
want of energy for all the ordinary affairs of life.

Now who also is not equally essential all such  
as the following:

VITAL STRENGTH & ENERGY  
to those of these mobile feelings and experience  
processes that as it exceeds the day's may be  
more certain sought by a course of the cele-

THE THERAPION NO. 3

as by any known combination. So surely  
as it is taken in accordance with the pre-  
scribed directions it will be absorbed  
readily.

THE EXPIRING LAMP OF LIFE  
LIGHTED UP AFRESH,

and a new existence imparted in place of what  
had so lately seemed worn-out, "used up" and  
valueless. This wonderful restorative is purely  
natural and safe.

It is suitable for all constitutions and conditions, in  
either sex; and it is difficult to imagine a case of  
dearly derangement, whose main features are  
not ameliorated and permanently benefited by this never-failing reju-

vative essence, which is destined to cast into  
oblivion everything that had preceded it for this  
wonderful and incomparable妙藥.

THERAPION is sold by  
Chen, throughout the world. Price £10.  
2/- per bottle, which contains 2 oz. (56 gms.)  
This is to be taken in a glass of water.

Send an order to Mr. L. Walker, Esq., 109, Des Voeux Road Central, Hongkong, and without which it is forged.

Sold by A. S. WATSON & CO., Ltd.

Hongkong, China and Manila.

**THE INTERPORT CRICKET DINNER.****Intimations.****SILLY SAYING.**

"It is a common but silly opinion prevailing among a certain class of people that the worse aromatis, tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago in the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient, in the remedy called

**WAMPOLE'S PREPARATION**

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinning and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

**Entertainments.****TYphoon Relief Fund.**

THE SPECIAL ENTERTAINMENT,  
the proceeds of which are to be devoted to  
the above Fund, will be held in the  
CITY HALL,  
TO-MORROW,  
(WEDNESDAY), October 10th.

The Programme is as follows:

**PART I.**

Waltz ..... "Gold and Silver" ..... Band of the West Kent Regt.  
1—Prologue ..... "The Shipwreck" ..... Miss Bowe  
2—Cutlass Exercise ..... Men of the H.M.S. "Flora"  
3—Song ..... "Drake's Drum" ..... Mr. G. Balloch  
4—Song ..... "She wandered down the Mountain side" ..... Mrs. Newbold  
5—Musical Sketch ..... Mr. R. Sutherland  
6—Song ..... "Come Sweet Morning" ..... Mr. F. H. Thomas  
7—Song ..... "A Peacock" ..... Mrs. Badley  
8—Song ..... "Prologue—Pagliacci" ..... Rev. Longridge

**PART II.**

1—Selection from La Mascotte ..... Band of the W.K. Regt.  
2—Bayonet v. Bayonet ..... Men of West Kent Regt.  
3—Song and Dance ..... "Just a Little Bit of string" ..... Mr. E. W. Maitland  
4—Song ..... Selected ..... Lt. Cross, R.A.  
5—Hornpipe ..... Miss Rowles  
6—"Five Minutes at Margate" ..... Messrs. Plummer, Nixon, Daniel, Pollux, Carter, Hickman, Barlow, Grindle and Sutherland.  
7—Sword Dance ..... Lt. Fraser, R.A.M.C.  
Piper ..... R.G. Munro  
Tickets: \$4, \$3, \$1.  
Booking Office is now open at the ROBINSON PIANO COMPANY.

**R. SUTHERLAND,**  
Hon. Secretary,  
Entertainment Committee.

Hongkong, 9th October, 1906.

1906

**A CONCERT.**

VOCAL AND INSTRUMENTAL, in aid of  
the Construction of a SOLDIER'S RE-  
CREATION PAVILION, will be held on the  
Volunteer Parade Ground,

**ON**

FRIDAY,

12th October, 1906, at 9.15 P.M.,  
Under the Distinguished Patronage and pre-  
sence of H.E. the Governor, Sir MATHEW

NATHAN, K.C.M.G.

Commodore H. P. WILLIAMS, and the  
Officer Commanding the Troops,  
Colonel C. H. DARLING.

By kind permission of Lt.-Col. H. G. PITTON,  
D.S.O., and the Officers, the Band of the 2nd  
Battalion Royal West Kent Regiment, will play  
during the evening.

Tickets: \$2.00, \$1.00 and 50 Cents can be  
obtained at the Head Quarter Offices, Fletcher  
Street, the Soldier's Club and Messrs. Brewer  
& Co.

A late Train will run after the performance.  
Hongkong, 6th October, 1906.

1906

**To Let.****TO LET.**

EUROPEAN SHOPS, OFFICES, and  
GODOWNS (suitable for Dry Goods  
Storage) at No. 14, Des Voeux Road Central,  
(formerly occupied by Messrs. Shewan, Tomes  
& Co.).

Apply to—

HO TUNG,

Compradore Department,  
Jardine, Matheson & Co.

Hongkong, 26th September, 1906.

1906

**TO LET.**

OFFICES in KING'S BUILDING and  
YORK BUILD

## Intimation.



"STILL LEADING."

**WATSON'S**  
E  
**LIQUEUR**  
**SCOTCH**  
**WHISKY**

\$15 per case.

**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRIT MERCHANTS.  
ESTABLISHED A.D. 1841.

Hongkong, 28th September, 1906.

[3]

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents.

## BIRTH.

On October 3, at Shanghai, the wife of J. A. URQUHART, of a daughter.

## DEATHS.

On October 3, at Shanghai, as the result of an accident, B. N. MCNOLDS, of London.

On October 3, at Shanghai, AGNES LUNN, wife of David Crawford Dick, C.E., I.M.C., aged 34 years.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, OCTOBER 9, 1906.

## DUST FROM PUBLIC ROADS.

When the Appropriation Bill was before the Legislative Council at its last sitting the question of the public roads of the Colony came in for a large share of attention on the part of the unofficial members when the vote for the expenditure on the Public Works Department came under discussion. The condition of the roads was somewhat severely criticized. A matter that has formed the subject of frequent complaint in the local Press in connection with the roads, however, was not dealt with in the recent discussion. It is that of dust from our public roads. The authorities might well give attention to the interesting series of experiments conducted at Richmond last month with a view of demonstrating the effectiveness of the Hahnite process as a factor in the elimination of dust from roads.

Hahnite, which takes its name from that of the inventor, Mr. R. M. Hahn, is an insoluble liquid, which, when sprayed on to the road, oxidizes, and thereby forms an impervious coating of great durability and binding properties. On the authority of the *Pall Mall Gazette* which gives the parti-

culars, this coating, as was demonstrated, gives the road an absolutely dustless, smooth, and pleasing surface, the colour of asphalt. Another important advantage is that Hahnite is unaffected by rain, and mud is very considerably diminished, even after the first dressing owing to the fact that the treated surface is absorbent towards dust in fine weather and prevents the formation of mud in wet weather. The basis of the preparation consists of an admixture of oil and water without saponification of the oil. The oil is laid on the road by the aid of the water, the result being that the water evaporates, leaving the Hahnite to penetrate the roadway without detrimental effects. The mixture is sprayed on the road by means of an ordinary water-cart, and it is claimed that, in addition to saving the heavy cost of continually washing busy thoroughfares, Hahnite improves the surface of the road by at least 33 per cent. According to the home paper from which we quote, the experiments, which were closely watched by a number of experts, were eminently successful, especially on a stretch of road previously prepared by an application of Hahnite, and motors and other dust-raising vehicles passed over it without in any way shaking confidence in its value as an important contribution towards the solution of the dust problem.

## LOCAL AND GENERAL.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Lieut. W. C. Cooper, R.E., from 9th October to 17th November.

AMONGST the passages booked for home by the P. & O. Mail ss. *Manila*, sailing hence on the 24th inst., are those of Mrs. and the Misses Barnes-Lawrence.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending September 22, amounted to 19,362.46 tons and the sales during the period to 16,435.59 tons.

THE Viceroy has prohibited the importation of all but two of the Hongkong native papers to Swatow. They have been discussing him, and his unpopular dealings, with a freedom which he has failed to appreciate.

Two old women were this morning at the Police Court ordered to pay a fine of \$10 each, by Mr. H. H. J. Gompertz, for being in unlawful possession of thirty pieces of cloth, at Yau Ma Tei, yesterday, for which they could give the police no satisfactory explanation. Sergeant Appleton prosecuted.

THE wreck of the s.s. *Hongkong*, one of the victims of the disaster of "typhoon day"—18th September—has been located in the Naval Anchorage at Kowloon. Divers sent down report that she has turned completely over, but her hull is quite undamaged and, so there is hope of successfully raising her.

QUOTED by the *Pioneer*, Allahabad, the following circular from the Church Missionary Society's Medical Mission at Zed (Persia) might perhaps have been put a little differently:—"The hospitals are now, thanks to God's blessing on our work, so crowded as to be very insipid." It has that disagreeable ambiguity which is so typically Oriental.

THE fine new building now being erected in Penang for the Hongkong and Shanghai Banking Corporation is to have an electric light and fan installation in addition to the electric lift. The whole of the bank premises will be fitted with Crompton ceiling fans and the current will be laid on to every room for the convenience of the tenants in the other offices.

THE Swatow correspondent of the N. C. D. News says:—As a result of the competition between the N.D.L. boats and the Japanese line for the Siam trade, coolies can now book for Siam for ninety cents, the ticket covering three good meals a day, and the services of a barber. Not a few are going to see what the place is like, and returning by the next steamer.

A COOLIE named Ng Ng was arraigned before His Honour Mr. A. G. Wise, Puisne Judge, presiding in the Court of Summary Jurisdiction, the Cheng Lee firm sued the Kwoi Tai On firm, and Lau Sang, master of that firm, for the recovery of \$280, being the amount due from the defendant to the plaintiff firm for goods sold and delivered by the latter to the former, on various dates.

Mr. Otto Kong Sing appeared for the plaintiffs, the defendant being represented by Mr. F. Paget Hett, of Messrs. Bruton and Hett.

CHAN WA stated that he was the plaintiff in this suit, and produced his books to prove his claim. Mr. F. Paget Hett then cross-examined witness and elicited from him the fact that he was the sole master and partner of the plaintiff firm.

Mr. F. Paget Hett: Then, my Lord, I don't think I need go any further, and I would ask your Lordship to dismiss the case.

His Honour: On what ground, Mr. Hett?

Mr. F. Paget Hett: On the ground, my Lord, that the plaintiff being the sole proprietor of the firm cannot sue in the firm's name;

he must sue in his own name, as sole proprietor of that firm.

His Honour: (to Mr. Otto Kong Sing): Well, what have you to say now?

Mr. Otto Kong Sing: I submit, my Lord, that my client is perfectly right in suing under his firm's name, according to law.

His Honour: Under what section of what Ordinance? There is no such provision, enabling a sole partner to sue in his firm's name.

Of course your client has got his case, and I am not going to entirely oust him. The only thing I can do for you at present is to allow you to withdraw this action, on payment of costs, and give you leave to bring another action.

The order was made accordingly, and the Court adjourned.

THE new regulations governing the salaries and allowances to the Japanese police have been published in the *Official Gazette*. Under the new regime policemen will receive from \$12 to \$20 per month, sergeants rising to \$35. Members of the police are not eligible for this increase until after six months' service, and the salary must be made in instalments not exceeding \$3.

TYphoon Relief Fund Entertainment.—Holders of stall and dress circle seats are reminded that owing to the regulations passed by the Legislative Council the entrances to the City Hall Theatre have been altered, and that the entrance to the stalls and dress circle is now made, by a door on the right hand side of the usual entrance, the latter being used entirely for the pit.

THE solicitor engaged in two cases set for hearing in the Summary Court this morning before his Honour the Puisne Judge, Mr. A. G. Wise, applied for an adjournment, for diverse reasons, in each case. His Honour said he had no objection whatever to granting the adjournments asked for as most likely he would not hear anything further about the cases, as the popular Puisne Judge going to leave us.

THE *Japan Chronicle* of 27th ult. states:—On Saturday last the Japanese Consul at Hongkong telegraphed to the Foreign Office to the effect that the recent typhoon had very seriously affected the local rice-market. The scarcity of coolies has resulted in a decrease of rice transactions. The stock which changed hands during last week only amounted to 4,226 bags. Siamese rice was quoted at from \$4.40 to \$4.55 miles an hour.

Interviewed aboard the *Tean* last evening just prior to her sailing for Hongkong, the Captain told the story of the storm as follows:

"At 4 p.m. of Thursday, September 27, I was uncertain as to the direction, as the wind gave 'no indication'. I therefore decided to leave to and await development. The wind remained steady at N. E. but kept increasing in violence all the time. I finally came to the conclusion that I was right in the line of the advancing quadrant of the storm."

"At 12 o'clock midnight of Thursday, owing to our proximity to the Pratas shoals, I ran 12 miles to the southward to give good clearance and then laid to. My clearance was estimated at 80 miles from the shoals. The storm rapidly increased in violence, the sea being perfectly awful to look upon. All the time the barometer kept falling rapidly. Fierce squalls and heavy rain made it impossible to see more than a few feet away. Owing to the light draft of the vessel and her extreme buoyancy we shipped scarcely any water and even the cattle on the deck kept in good shape.

"At four o'clock Friday afternoon we were obviously nearing the centre of the storm as the wind suddenly fell light and the sea went down. There were also many other indications of our being at the centre as the sky cleared overhead and the sun shone out; very heavy misty clouds were visible towards the horizon; the sea was curiously lumpy and we observed many fish, some of them about three feet in length, being as it were tossed out of water by the little pyramids of sea caused by choppy, cross motion. Several hundred small land birds were also seen flying about apparently in distress. They had evidently been focussed, as it were, by the centrifugal motion of the wind. Some of them were very much exhausted and alighted on various parts of the ship; a few of them being too tired to evade the efforts to catch them.

"At 6 p.m. the wind gave evidence of shifting to the south and so I decided to run out from the centre of the storm and issued orders to drive to the eastward as far as possible. It was obvious that the storm was passing a short distance to the south. The wind started again about 7 p.m., E. S. E. At midnight it was blowing from the S. E. with tremendous fury, the sea being more terrible than any I ever saw and worse than I had believed possible.

"Finally we managed to pass around the receding quadrant of the storm although during the passage we all thought it even worse than when facing the advancing quadrant. The ship behaved splendidly, however, and almost marvellously we escaped without damage. I should also like to say that contrary to some of my experiences the passengers behaved grandly. They were kind enough to praise the sea-going qualities of the ship and they had a good word for me but were entitled to as much if not more credit for the heroic and calm manner in which they took the experience.

"On the 19th the gale was practically over and we were able to lay our course and continue the voyage to Manila."

## THE "FIRM" QUESTION

## IN COURT AGAIN.

At the Supreme Court this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding in the Court of Summary Jurisdiction, the Cheng Lee firm sued the Kwoi Tai On firm, and Lau Sang, master of that firm, for the recovery of \$280, being the amount due from the defendant to the plaintiff firm for goods sold and delivered by the latter to the former, on various dates.

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The order was made accordingly, and the Court adjourned.

## THE S.S. "TEAN" IN A TYPHOON.

## FISH TOSSED OUT OF WATER.

"Large fish tossed out of the water by the jerky, irregular motion of fierce, cross seas and land birds flying about by the hundred in evident distress; some of them so exhausted that they alighted on the ship and were caught such is the picture presented by Captain Somerville of the *Tean* in narrating the strange experiences of that vessel during a terrible typhoon which he encountered on his way down here on his last trip, says the *Manila Times* of 3rd inst.

The *Tean* fortunately escaped the full fury of the typhoon during a large part of the time it was raging, through being in the calmed circle of the centre where, as is generally known, almost a dead calm usually prevails.

It was in this calmed quiete that the strange spectacle aforementioned was witnessed. Captain Somerville says that during all his days at sea he never saw anything like it.

The Captain also says the same of the storm in some 20 or 30 years of going down to the sea in ships it was the worse he ever experienced. In his official report to the Weather Bureau he places the velocity of the wind at certainly not less than 130 miles an hour.

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"On the 19th the gale was practically over and we were able to lay our course and continue the voyage to Manila."

## THE YUET-HAN RAILWAY.

## [From a Correspondent.]

Canton, 9th October.

"Some of the directors of the Yuet-han Railway Co. Ltd., at Canton, thinking that the superintendence of the work of construction of the line is too responsible and important to be entrusted solely to Mr. Kong, the chief engineer of the line, are intending to engage the services of the former constructor, an American, Smith by name, to be the assistant, or deputy, engineer-in-charge, and with this object in view, have already wired to America, offering him the position and asking him to come out as soon as possible. Whether he will accept the offer is, of course, not yet known, and remains to be seen.

## SUIT FOR CRUSHED-STONE.

The Secretary of the Mercantile Administration of the Kwang-tung section of the Yuet-han Railway Co. Ltd., has received, through a firm of lawyers in Hongkong, a writ of summons, under which a claim is set up for \$60,000, being the amount due, as alleged, to the plaintiff, (whose name has not transpired) for crushed stone supplied, and delivered to the late proprietors of the Canton-Hankow railway, i.e., the American Development Co. The sum being, as it is alleged, still unpaid, due and owing.

The Captain also says the same of the storm in some 20 or 30 years of going down to the sea in ships it was the worse he ever experienced. In his official report to the Weather Bureau he places the velocity of the wind at certainly not less than 130 miles an hour.

## TELEGRAMS.

[Reuters.]

Russia.

LONDON, 7th October.  
A Court-martial has been opened in St. Petersburg on Admiral Nebogatoff, the commander of the third Baltic fleet, the captains and a part of the crew of the vessels on a charge of surrendering to the Japanese without fighting.

The P. &amp; O. "Isis."

The "Isis" has arrived at Port Said and the mails have been transferred to the "Persia," which sailed last evening.

## A Danish Financial Tour.

A party of Danish financiers, representing The East Asiatic Co., are about to sail for Siam, China, and Japan.

Prince George of Greece will possibly accompany the party.

## The Newfoundland Fisheries.

Great Britain and the United States have agreed on a modus vivendi regarding the Newfoundland fisheries.

Later.

The Newfoundlanders are indignant at the direct conclusion of an Imperial modus vivendi with America, granting Americans the privileges of the herring fisheries.

The Press declares that the Government and the people have been ridden over rough shod, and urges the Government to resist such a bureaucratic action and to strengthen carry out the restrictive colonial laws.

## Motor Car Race.

Mr. Vanderbilt's motor trophy, course 297 miles, has been won by M. Wagner of France, who averaged a mile a minute.

Two hundred thousand spectators witnessed the race and 17 competitors started.

A chapter of accidents occurred from cars running off the course. One spectator was killed and four injured. One of the competitors was pitched out of the car and made unconscious.

[N. C. D. Niles]

## The Opening of Manchuria.

## JAPANESE IN RUSSIAN SPHERE.

TOKIO, 3rd October.  
It is reported from Vladivostok that several hundred Japanese who were proceeding to Harbin and other places in North Manchuria were stopped by the Russians at the frontier station, in spite of the revocation of the Suping-kai Memorandum, and that they have returned to Vladivostok.

The report is not yet confirmed.

## Trouble in Mexico.

TOKIO, 3rd October.  
Some Mexican revolutionists have crossed the frontier into Texas. The State troops have been called out.

## North Manchuria.

## NO ENTRANCE FOR JAPANESE.

TOKIO, 4th October.  
It is reported on good authority that twenty-seven Japanese have been stopped by the Russians at Grodetsk and returned to Vladivostok.

Japan has submitted the matter to St. Petersburg and demanded that strict instructions be given in respect of the decision to abrogate the Supingkai Convention.

## MATRIMONIAL TROUBLES.

CORPORALTY AS A GROUND FOR DIVORCE.

CHICAGO, 14th Aug.  
Obesity as a cause for divorce has taken its place in the Court records. The Supreme Court yesterday granted a limited divorce to Mrs. Sarah Link of 24 Forsyth Street after her husband, Louis, a tailor, who married her when she was syphilitic, and lost his love for her, because he became fat, had declined to contest the suit.

Everything was settled amicably between husband and wife, and in Court the tailor said with a trace of the old-time affection, that if his wife ever reduced her weight to 130 pounds, he would have the divorce annulled; and they would go keeping house again. Mrs. Link now weighs 225 pounds.

"My husband has been neglecting me a long time," said she. "He doesn't take me to balls and parties as he used to, and I am tired of his inattention and evident lack of affection for me."

Link said: "Eighteen years ago, when I was married, my wife was small and handsome. Every year she has grown stouter, heavier. I have spent hundreds of dollars on antifat and medicines to reduce her weight, but it's no use. He continues to grow. Maybe, sometime when she becomes small again, as she used to be, we shall be remarried."

When informed of her husband's intention to marry her again if she reduced in weight, Mrs. Link said, without a trace of emotion in her voice: "I don't know what we shall do. Nobody can tell what may happen in a few years."

This is the second time that the Link craft of domestic bliss had struck the shoals of obesity. Eight years ago Link, it is said, obtained a rabbinical divorce, and, with child-like confidence, ignored the law of the land by taking another wife. Mrs. Link No. 1 waited three months and then, had this second marriage annulled.

The original wife again lived with Link, and years of content followed, but when she no longer dared step upon the frail penny weighing-machines and had to seek the grain scales, Link told her he couldn't live with her any longer.

## INTERPORT CRICKET.

## THE GREAT MATCH.

SHANGHAI, HONGKONG.

We make the following extracts of the very full report appearing in the *Shanghai Times* of the 4th inst. of the interport cricket match at the Northern port. In spite of the bad weather which was experienced yesterday, the day fixed for the first day's play, this morning came with a good sun and a high drying wind, so that the ground early in the morning was judged quite fit for play to commence at 11 a.m.

The Committee who have been looking after the accommodation on the ground are to be congratulated on the success which attended their efforts. On the left as one entered the ground by the Swimming Bath gate, a large stand had been erected for the public; near by was the Band Stand while the whole playing field was surrounded by seats; for the general public a reserved enclosure being retained for school-boys in one corner.

Farther on in the Passees C.C. enclosure, while at the far bridge, near the S.R.C. pavilion is a large tent for S.R.C. members.

On the Race Club side is a tent open to all guests and another tent for ladies with their friends. The scorers are accommodated in one Tower of the Pavilion and the Press have had a special platform erected in the other tower with a desk for writing on—an innovation for which the newspaper men are very thankful to the S.C.C. The Pavillion is reserved for S.C.C. members only.

Cards of the game are printed on the ground—a thing which has, we believe, never been done in this part of the world before—and altogether one feels that nothing which could add to the comfort of the spectators has been omitted.

The wicket at 11.0 yesterday morning was soft and drying, so smooth, who won the toss for the H. K. C. Eleven put Shanghai in. It seemed on the whole that the wicket grew more difficult during the day, certainly towards 3 o'clock the ball was turning a great deal.

On the whole, considering the kind of ground each side is used to, we think the rain has increased the chances of Shanghai.

Wallace and Ollerdessen, were the batsmen to open the Shanghai innings against the bowling of Bird and Hancock. Runs came rather freely at first. Ollerdessen chiefly scoring by drives. With only 19 up, however, Ollerdessen was caught and bowled by Hancock, the ball striking up a bit too much. Moule was in next and drove Bird nicely twice. 55, but in letting out at the same bowler again he was nearly stumped by Smith—2 wickets for 24. Wallace was playing very carefully but when he had only scored 5 he was out. 1. b. w. to Bird—3 for 25. Walker and Lanning were now together. Walker took a single off Bird while Lanning drove for two next ball, but three runs later Lanning was c. and b. by Hancock. Dew came in next and at once started to score; he drove Hancock for 2 and 3 and at the other end placed Bird through the slips for a single. Walker had scored 4, let out at Bird and was caught from the miss-hit in the slips by Hancock—5 for 42. Weippert was next in but soon lost Dew who was lb. w. to Hancock, after seeming quite at home while making 12-6 for 47. At this very critical stage of the game Martin joined Wei pert and these two started to score freely. Weippert ran rather a short single and the next over drove Bird beautifully to the on boundary for 4. Martin, next over, treated Hancock in a similar manner and the hopes of the spectators began to revive.

The batsmen settled down to their work calmly and played quite the correct game, waiting for the loose ones and taking no risks with good balls. Martin played like quite old hand and showed fine grit, for the Hongkong bowlers had success in the favour and were doing all they knew to tempt both batsmen.

Weippert got nicely going by a four off Bird, who gave way next over to Stanger-Leathes, but the new bowler proved very feeble. Both batsmen scoring freely of him. Weippert made several very fine pull-strokes in Leathes' first two overs, two being boundaries.

The Tiffin interval was now drawing very near and the score stood at 8 for 90, when Martin drove 1 eights for 2 and 3 in one over and caused that bowler—who had 28 runs hit off him in 4 overs—to give way to Dixon.

The change was ineffective as at a quarter to one the hundred was hoisted. For the last quarter an hour before tiffin both batsmen played well and freely and despite another bowing change—Morrell being tried—remained together until the bell rang at one o'clock with the score at 118 for 8 wicket.

Weippert was not out yet, Martin not out 27. These two players had gone in when the game was going about as badly as was possible and carried the score from 52 to 118 and they fully deserved the enthusiastic reception they received on their return to the pavilion.

During the interval, the teams were photographed by Mr. Satow.

On resuming, Weippert opened, with two singles and two to leg and in the next over on drove Bird for 2.

Martin took a two and a single and then opened out to Hancock and skied him between mid on and square leg, but the fielder could not get to the ball in time. The next ball, however, Martin reached out forward to and was caught and bowled by Hancock when he had scored 22. Martin had batted for an hour and his 32 included two 4's and three 3's and was made without a chance.

When was next in and played out the over. Weippert hit the third ball of Bird's next over beautifully, to deep leg where unfortunately Phelps was waiting and safely held the ball. The inning closed for 130 of which 78 were put on by Weippert and Martin. Weippert played once again one of those patient but free innings which he seems to keep in stock as it were, for interport games, and his innings was without a chance, and included four 4's and two 3's. Martin rose to the occasion splendidly again; no chances were given. He played sound cricket and made a most successful debut in Interport cricket.—*Sun Chronicle*.

## NIIPPON YUSEN KAISHA.

## FINANCIAL CAPABILITY OF THE COMPANY.

In view of the competition which is now going on between the Nippon Yusein Kaisha and some foreign shipping companies the figures regarding the financial standing of the N.Y.K. published in the *Oriental Economist*, are of no little interest. The Nippon Yusein Kaisha has been making dividends at the rate of 12 per cent. per annum for several years past, but for the half-year ended March 31st last a departure was made from this rule and a dividend of 15 per cent. was declared. The reason for this is that during the war the cost of repairs and the losses resulting from the destruction of the ships chartered by the Government was to be borne by the company, for which purpose one million yen had to be set apart each half-year.

During the six months ended March last, however, less expenditure was required for the purpose mentioned owing to the cessation of hostilities, though the revenue from charterage did not decrease in proportion. Under these circumstances the company was enabled to declare a dividend at the rate of 15 per cent. for the period. The receipts and expenditure of the company for the last few years are as follows:

RECEIPTS.		
		Freight and Passengers. Charterage.
1903 1st half	\$ 8,376,111	Y 96,919
" 2nd "	8,630,398	122,308
1904 1st "	6,139,405	1,713,969
" 2nd "	3,847,912	5,178,595
1905 1st "	4,134,353	5,409,244
" 2nd "	5,021,775	5,514,497
1906 1st "	4,855,811	5,007,1364
		Other Receipts.
		Subsidy, and Total.
1903 1st half	\$ 1,85,360	Y 11,577,615
" 2nd "	2,769,834	12,105,380
1904 1st "	2,018,010	10,121,150
" 2nd "	627,88	10,470,972
1905 1st "	527,195	10,727,458
" 2nd "	572,015	11,807,803
1906 1st "	625,857	12,317,761
		EXPENDITURE AND PROFIT.
		Cargo and Ship's Passengers. Expenses.
1903 1st half	\$ 1,618,28	Y 5,69,141
" 2nd "	1,813,499	5,149,400
1904 1st "	1,135,086	5,245,936
" 2nd "	1,054,601	5,205,643
1905 1st "	1,031,292	4,552,458
" 2nd "	1,156,669	5,168,523
1906 1st "	1,214,035	5,482,010
		OTHER EXPENDITURE.
1903 1st half	\$ 9,304,493	Y 1,233,128
" 2nd "	9,514,899	2,789,480
1904 1st "	9,351,611	1,6,737
" 2nd "	9,499,247	1,43,804
1905 1st "	9,241,766	1,485,661
" 2nd "	10,282,082	1,524,820
1906 1st "	10,97,281	2,124,479

Note.—In "other expenditure" are included cost of repairs, insurance, depreciation fund, etc.

As shown above, the charterage for the first half of 1906 exceeded five million yen, showing a decrease of only half a million as against the preceding period. In the expenditure for cargo, passengers, and ships an increase of Y200,000 is noticeable, compared with the preceding term; but this increase is more than compensated for by the decrease of Y300,000 in the cost of repairs, insurance, depreciation fund, etc. Moreover, an increased revenue of some Y8,000 was obtained by the sale of articles rendered useless as the result of the cessation of the war. For these reasons, the company cleared the net profit of Y2,244,000.

At the end of March last the various reserve funds of the company totalled Y16,241,000 and the total tonnage of steamers amounted to 253,935, valued at Y24,13,000, or Y94,64 per ton. Considering the fact that the cost of construction ordinarily is about Y250 per ton, the valuation of the company's ships which is put at less than Y95 should be regarded as a very low estimate!

That the receipts of the company will be materially reduced during the half year ending Sept. 30th, 1906, seems almost certain as will be seen from the following table:

## ANALYSIS OF RECEIPTS.

Mileage	Receipts
Navigated. Receipts P. Mile.	
1st half	\$ 1,426,038 Y 8,376,111
" 2nd "	1,586,767 8,630,398
1904	
1st half	1,126,279 6,530,405
" 2nd "	614,947 3,847,912
1905	
1st half	583,603 4,134,353
" 2nd "	753,397 5,021,499
1906	
1st half	8,459 4,855,811

As will be noted from the above, the average receipts per mile had been steadily decreasing before the war, no doubt owing to the severe competition in the Far East and elsewhere. During the war the receipts were greatly increased, but since the second half of last year the revenue has again begun to fall, the average earning per mile for the last term being Y5.68.

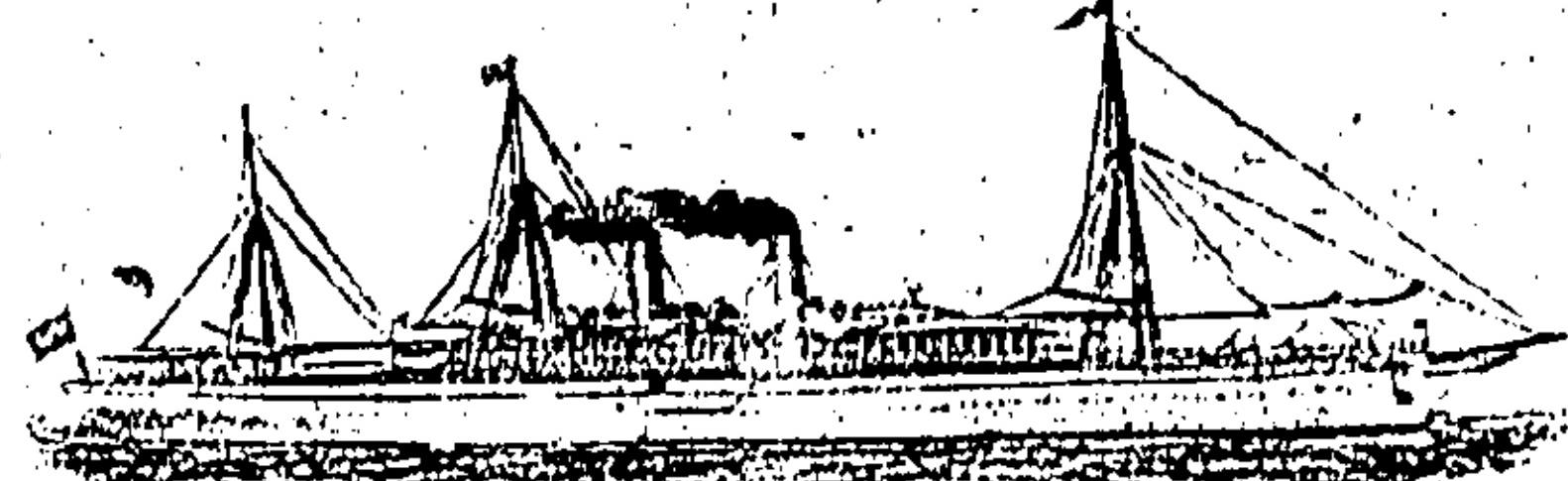
Evidently this is the result of overtonnage at home and the competition from Japanese and foreign rivals. During the half year under review the majority of the N.Y.K. steamers were still chartered by the Government for transport service and the trade was confined to the domestic coast and Korea and China ports; yet the revenue per mile showed a great falling-off. It appears most probable that the state affairs will be more accentuated during the current six months, as the company has now resumed the long-distance foreign trades, and the competition is growing keener.—*Sun Chronicle*.

Martin took a two and a single and then opened out to Hancock and skied him between mid on and square leg, but the fielder could not get to the ball in time. The next ball, however, Martin reached out forward to and was caught and bowled by Hancock when he had scored 32. Martin had batted for an hour and his 32 included two 4's and three 3's and was made without a chance.

When was

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
11 Days YOKOHAMA TO VANCOUVER 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).  
T.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER  
"TARTAR" ..... 4,425 SATURDAY, October 20 ..... November 12  
"EMPEROR OF CHINA" ..... 6,000 THURSDAY, October 25 ..... November 12  
"EMPEROR OF INDIA" ..... 6,000 THURSDAY, November 22 ..... December 10  
"ATHENIAN" ..... 3,882 WEDNESDAY, November 28 ..... December 22  
"EMPEROR OF JAPAN" ..... 6,000 THURSDAY, December 20 ..... January 7  
"MONTEAGLE" ..... 6,163 WEDNESDAY, December 26 ..... January 19  
"EMPEROR" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.  
Hongkong to London, Intermediate on Steamer, 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,

Hongkong, 6th October, 1906. Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On  
SHANGHAI ..... WING-SANG, WEDNESDAY, 10th October, 4 P.M.  
SINGAPORE, PENANG & CALCUTTA. ONSANG ..... THURSDAY, 11th October, 3 P.M.  
MANILA ..... YUEN-SANG\*, FRIDAY, 12th October, 4 P.M.  
SINGAPORE, PENANG & CALCUTTA. LAISANG\* ..... TUESDAY, 16th October, 3 P.M.  
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.  
These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 8th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL.

CHEFOO and NEWCHWANG ..... KWEI-YANG ..... 12th October.

SHANGHAI ..... SHAOHSING ..... 13th

Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 9th October, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th October, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 20th October, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 8th October, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship About

"SOUTH AMERICA" ..... 16th October.

"BRAEMAR" ..... 20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 8th October, 1906.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers "RIENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENSIN VIA SHANGHAI.

RHENANIA ..... Capt. v. Hoff ..... 1st November.

HOHENSTAUFEN ..... Jaeger ..... 2nd December.

SILESIA ..... Baile ..... 1st January.

SCANDIA ..... v. Doehten ..... 1st February.

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HAMBURG ..... Capt. Filler ..... 2nd November.

RHENANIA ..... Jaeger ..... 1st December.

HOHENSTAUFEN ..... Baile ..... 2nd February.

SILESIA ..... v. Doehten ..... 2nd March.

SCANDIA ..... Filler ..... 5th April.

RHENANIA ..... v. Hoff ..... 17th May.

HOHENSTAUFEN ..... Jaeger ..... 14th June.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA. SITHONIA ..... 14th October.

FOR YOKOHAMA & KOBE ..... SEGOVIA ..... 18th October.

FOR SHANGHAI, KOBE & YOKOHAMA. RHENANIA ..... 1st November.

FOR SHANGHAI, KOBE & YOKOHAMA. ANDALUSIA ..... 13th November.

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through ports to Antwerp, Amsterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabia and Persian Gulf Ports.

FOR HAVRE, BREMEN and HAMBURG. SULVIA ..... 10th Oct.

FOR HAVRE, ANTWERP and HAMBURG. SENEGBAMBA ..... 17th Oct.

FOR NAPLES, HAVRE and HAMBURG. HABSBURG ..... 2nd Nov.

FOR HAVRE, ANTWERP and HAMBURG. TEUTONIA ..... 10th Nov.

FOR HARVE BREMEN and HAMBURG. BRISGAVIA ..... 16th Nov.

FOR HARVE and HAMBURG. SEGOVIA ..... 20th Nov.

FOR HARVE and HAMBURG. SITHONIA ..... 30th Nov.

FOR NAPLES, HARVE, BREMEN & HAMBURG. RHENANIA ..... 14th Dec.

FOR HARVE and HAMBURG. C. FERD. LANIS ..... 22nd Dec.

FOR HARVE and HAMBURG. ANDALUSIA ..... 28th Dec.

FOR NAPLES, HARVE, BREMEN & HAMBURG. HOHENSTAUFEN ..... 1st Jan.

FOR HARVE and HAMBURG. ALESIA ..... 25th Jan.

Hongkong, 9th October, 1906. [63]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "AUSTRALIEN."

Captain Barillon, will be despatched as above, on or about MONDAY, the 15th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 8th October, 1906. [986]

## DOMESTIC OCCURRENCES.

## Intimation.

## THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

HE leading English Newspaper in China

Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community,

is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## CONTRACT ADVERTISEMENTS.

Special rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear. Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBBING DEPARTMENT.

Job printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on application to

## THE MANAGER,

## HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,

HONGKONG.

## THE INTERPORT CRICKET DINNER.

[Continued from page 3.]

The Hongkong men accorded the toast musical honours.

Mr. L. Walker in response thanked the Hongkong team for the kind way in which they had drunk the health of the Shanghai XI.

There was no doubt that it was a very awkward time for Hongkong to come up to Shanghai;

it was the beginning of their season and they had had to start practice at least a month before the season opened, and this year they had had very bad weather. With the typhoon coming on they had had very little practice.

No one regretted more than Shanghai the loss,

which Hongkong had sustained through the illness of Mr. Pearce, (applause) and they were sorry although very glad (laughter). So far as

the game went they were lucky, and things went very well. It was very much owing to the bowling of Mr. Laning that they achieved

victory, but at the same time he must also congratulate Mr. Bird on his very fine bowling

for Hongkong, especially as he called himself a batsman; he took nine wickets in the two innings. He hoped a return match would be played in the near future and hoped everyone here would be very keen to go down to Hongkong to play. In conclusion Mr. Hancock referred to the way Mr. Hancock accepted Shanghai's challenge; he said "We will accept the challenge and get together the team afterwards" (applause).

Other toasts were:—"The Umpires" and "Scorers," proposed by Mr. W. H. Barnham and

## FATHER VITAL.

We take the following from the *Singapore Free Press* of 1st inst.—Yesterday morning after the 8 o'clock mass the congregation of the Portuguese Church of St. Joseph assembled at the Parochial House for the purpose of presenting a farewell address to the Revd Father Vital, who has been connected with the Portuguese Mission of Singapore for the last ten years and is about to sever his connection on promotion to be a Canon of the Diocese of Macau. The address was read by Mr. J. J. Pereira and was couched in highly eulogistic terms of Father Vital's services as Vicar of the Church, as Director of the St. Anthony's Boys' School and since the establishment of the society for the relief of the poor in the congregation, for the great interest he has always taken in it. Father Vital's reply was very felicitous and to the point. He thanked the congregation for their kind address, for their appreciation of his years' service in their midst, and he concluded, by assuring them that although he will be absent from them in body he will always remember them in his daily prayers. The address which was to have been presented along with the address, but has not yet arrived from America, Father Vital has presented to the new Church of St. Joseph.

The address reads—

TO THE REV. CASER AUGUSTO DOS SANTOS VITAL.

Vicar of the Church of St Joseph, Spore. Rev. Dear Father:

A sad but grateful duty has brought us, the parishioners of the Church of St. Joseph, here around you to-day. We have heard with much grief that we are about to lose you from our Mission, and that it is ill-health that compels you to leave Singapore. When you left us a year ago, though only for a short period, we felt your absence keenly, and the thought that we are now again to lose you, perhaps for an indefinite period, makes us feel very and indeed. Yes, Dear Father, the pending separation will be deeply felt by all and of us.

The congregation of the Church of St. Joseph towards whose spiritual welfare you have shown such unflagging zeal, untiring devotion and warm sympathy, will miss in this severance a truly valued Pastor, Guide and Friend. The Alter boys and the children of our two mission schools, whom you have always befriended, and in whom you have taken such a special interest, will also miss you when you are away, as well also the recipients from that charitable institution of St. Anthony's Bread, for whose welfare you have shown such deep interest and sympathy. One and all of us, dear Father, as well as those Catholics outside our Mission who do also love and esteem you, will miss you very much indeed.

But we must bow to the will of God and bear this separation with Christian resignation. We cannot, however, allow you, Dear Father, to leave us without expressing our regard and esteem for you and our heartfelt thanks for all that you have done for both our spiritual and temporal welfare.

It remains for us to say good-bye. But before taking leave of you, allow us to ask you to accept this chalice as a small token of our sincere appreciation of your ministration and as a souvenir from us.

The address, which was beautifully printed in Old English, concludes with prayers for a safe and pleasant journey, and good health.

## Shipping.

## Arrivals.

Princess Alice, Ger. s.s. 6,720, Ch. Polach, 8th Oct.—Bremen 30th Aug., and Singapore 4th Oct., Mails and Gen.—M. & Co.

Gneisenau, Ger. s.s. 1,003, G. Böte, 8th Oct.—Yokohama 29th Sept., and Shanghai 6th Oct., Mails and Gen.—M. & Co.

Mazagon, Br. s.s. 1,270, S. H. Selby Hall, 8th Oct.—Bombay 18th Sept., Gen.—P. & O. N. Co.

Jason, Br. s.s. 4,800, T. C. Steeves, 8th Oct.—Singapore 2nd Oct., Gen.—B. & S.

Bombay Maru, Jap. s.s. 1,108, S. Ishikawa, 8th Oct.—Shanghai 5th Oct., Gen.—N. Y. K.

Nanshan, Br. s.s. 1,200, A. Jones, 8th Oct.—Saigon and Oct., Rice—B. & Co.

Zingora, Br. s.s. 2,100, T. C. N. Thompson, R.N.R., 8th Oct.—Mororan 26th Sept., Coal—B. & Co.

Zafiro, Br. s.s. 1,620, R. Endre, 9th Oct.—Manila 6th Oct., Gen.—S. T. & Co.

Amigo, Ger. s.s. 721, N. Baltzer, 9th Oct.—Manila 5th Oct., Gen.—J. & Co.

Sexta, Ger. s.s. 9,000, H. Kneffel, 9th Oct.—Haihong (the Oct.), Coal—S. & Co.

Shaohsing, Br. s.s. 1,307, F. D. Northcombe, 9th Oct.—Shanghai 5th Oct., Gen.—R. & S.

## Clearances at the Harbour Office.

Tean, for Macau.

Hoku Maru, for Jva.

Mesfoo, for Shanghai.

Halton, for Swatow.

Gneisenau, for Singapore.

Princess Alice, for Shanghai.

Glenfalloch, for Amoy.

Amigo, for Toulon.

Oana, for Manila.

Jason, for Shanghai.

Sullberg, for Canton.

Sexta, for Shanghai.

Kowloon, for Saigon.

## Departures.

Oct. 9.

Haitan, for Coast Ports.

Strathmore, for Pulo Laut.

Tean, for Shanghai.

Mesfoo, for Singapore.

Halvard, for Sourabaya.

## Passengers arrived.

Per Jason, from Singapore—612 Chinese.

Per Nanshan, from Saigon—17 Chinese.

Per Bombay Maru, from Shanghai—Messrs. Rickman, Chas. Elwood and Kalin.

Per Shaohsing, from Shanghai—Mr. and Mrs. Spampatti's Circus and Artists.

Per Zafiro, from Manila—Mr. and Mrs. R. Anderson and child, Mrs. E. Rockenback, Capt. Sagl, Miss J. McCullum, Major-General Tanida, Messrs. B. H. Gibbs, E. E. Elter, Mrs. H. V. Creighton, Miss J. J. Chiaro, Dr. T. R. Marshall, Mr. F. H. Ingerman, Miss Woodward, Leonard, Messrs. W. J. Moran, R. Ramos, Arcadio Feliciano, Jose Narbona, and Mrs. G. Jonston, Mr. R. B. Chapman, Miss Ellen Hicks, Bishop J. S. Johnston, Conrad Heissner, Mr. J. C. Carter, Messrs. A. J. Peterson, S. V. Luck, D. V. Laubler, Miss Nichols, Mrs. Witford, Mr. and Mrs. Knox, Messrs. Wright, Wooldridge, Judge T. Kinney, Phillips, Englishman, and 18 Chinese.

Per Princess Alice, for Hongkong from Nienmen—Messrs. Sigurd Brun, F. Glahn and Bebecca Comer, from Southampton—Messrs. Harry Baldwin, F. Baldwin, Miss Henderson, Mrs. Castle, Messrs. R. Thomas, Gen. Grant, Helen Gordon, Rev. F. P. Joseland, Messrs. E. Iceland, B. Estone, W. H. Evans, Fred, Lillian, E. Hoffman, M. Ewen and Wm. Stewart, Scott, E. Arnold, F. Proudfit, T. M. Lillian, Gen.—Chinese.

Per Sarsara, Br. s.s. 2,401, J. McCambridge, 6th Oct.—Cardiff 21st Aug., Coal—Admiralty.

Per Sarawak, Am. s.s. 2,428, Vittoria, 7th Sept.—Manila 4th Oct., Ballast—Order.

Per Shahjahan, Br. s.s. 1,610, J. H. Scotti, 1st Oct.—Saigon 26th Sept., Gen.—Wo Fat Sing.

Per Prometheus, Nor. s.s. 1,023, O. Kornelius, 3rd Oct.—Bangkok 14th Sept., Rice and Timber—N. Y. K.

Per Quartz, Ger. s.s. 1,455, H. Madson, 4th Oct.—Southwark 23rd Sept., Sugar and Gen.—S. W. & Co.

Per Ras Dara, Br. s.s. 2,401, J. McCambridge, 6th Oct.—Cardiff 21st Aug., Coal—Admiralty.

Per Sarawak, Am. s.s. 2,428, Vittoria, 7th Sept.—Manila 4th Oct., Ballast—Order.

Per Shahjahan, Br. s.s. 1,610, J. H. Scotti, 1st Oct.—Saigon 26th Sept., Gen.—Wo Fat Sing.

Per Shinko Maru, Jap. s.s. 1,581, Jacobsen, 28th Sept.—Christiania and Singapore 17th Sept., Gen.—Order.

Per Shinsyu Maru, Jap. s.s. 2,650, B. Hamasaki, 17th Oct.—Mojii 11th Sept., Coal—Gen.—Chinese.

Per Suezin, Ger. s.s. 4,140, Knaisel, 7th Oct.—Shanghai 4th Oct., Gen.—H. A. L.

Per Taki Maru, Jap. s.s. 2,164, Mateshima, 27th Sept.—Kobe and Mofu 21st Oct., Coal—A. K. & Co.

Per Tuscany, Br. s.s. 3,025, F. S. Hollingshead, 11th Oct.—Bombay 19th Sept., Ballast—S. O. Co.

Per Uniform, Nor. s.s. 2,903, Olsen, 6th Oct.—Mojii 19th Sept., Coal—M. B. K.

Per Yeddo Maru, Jap. s.s. 2,974, Kori, 6th Oct.—Mojii 28th Sept., Coal—M. B. K.

Per Z. de Aldecon, Am. s.s. 1,260, F. Xandao Echazu, 15th June—Manila 12th June, Ballast—Barretto & Co.

Per Z. de Aldecon, Am. s.s. 1,260, F. Xandao Echazu, 15th June—Manila 12th June, Ballast—Barretto & Co.

Per Z. de Aldecon, Am. s.s. 1,260, F. Xandao Echazu, 15th June—Manila 12th June, Ballast—Barretto & Co.

Per Z. de Aldecon, Am. s.s. 1,260, F. Xandao Echazu, 15th June—Manila 12th June, Ballast—Barretto & Co.

Per Z. de Aldecon, Am. s.s. 1,260, F. Xandao Echazu, 15th June—Manila 12th June, Ballast—Barretto & Co.

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## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The B.B. "OCEANIEN".  
Captain Courte will be despatched for MARSEILLES on TUESDAY, the 16th October, at 1 P.M.

This Steamer connects at Colombo with the Australian lines s.s. *Dunbar* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. TOURANE ..... 30th October.

S.S. AUSTRALIEN ..... 13th November.

S.S. TONKIN ..... 27th November.

S.S. ERNEST SIMONS ..... 11th December.

S.S. CALEDONIEN ..... 25th December.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd October, 1906. [14]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "DELHI".  
Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,506 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

"Silks and Valuables, all Cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marmora* due in London on the 1st December, 1906).

Parcels will be received at this Office until 4 P.M. the day before sailing. The Couteau and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th October, 1906. [4]

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

*Shawmut* ... 9,606 E. V. Roberts 24th Oct.

*Tremont* ... 9,606 T. P. Garlick 20th Nov.

*Pleiades* ... 3,753 F. G. Purrington

*Lyra* ... 4,417 G. V. Williams

\* Cargo only.

CHEAP FARMS, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings,

Hongkong, 4th October, 1906. [12]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

Steamship About

"ERROLL" ..... 9th October.

"SHIMOSA" ..... 27th "

For Freight and further Information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 1st October, 1906.

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Silks and Valuables, all Cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marmora* due in London on the 1st December, 1906).

Ladies and Children's Under-clothing, Linen, Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1893.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

Per Case.

\$22.50

BRANDY ..... 20.00

WHISKY, PALL MALL ..... 16.75

JOHN WALKER & SONS' OLD HIGHLAND ..... 12.50

C. P. & CO.'S SPECIAL BLEND ..... 10.50

PORT WINE, INVALIDS ..... 20.00

DOURO ..... 13.75

SHERRY, AMOROSO ..... 20.00

LA TORKE ..... 16.00

BENEDICTINE, D.O.M. ..... 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.,  
HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO.  
ESTABLISHED 1859.

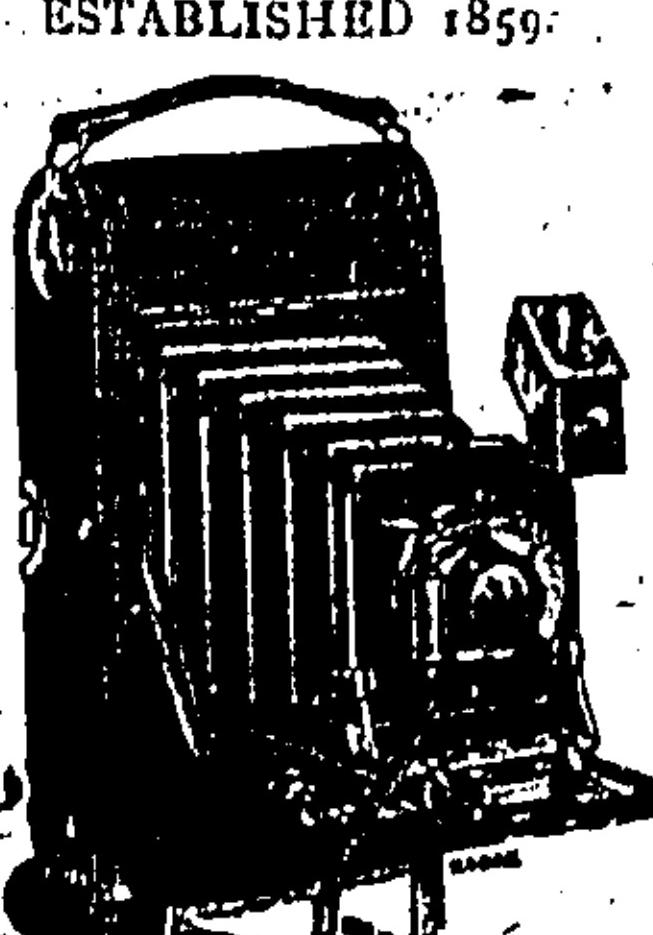
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.



FOR  
BASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1906.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$12,315 \$150,000	\$1,712,472	\$1.15/- @ Ex. 2/16 = \$16.47 for first half-year 1906	- 3% -	\$200 sellers London 60/-
National Bank of China, Limited	10,925	\$7	\$6	\$74,099	\$2 (London 3/6) for 1905	-	-	\$47
<b>MARINE INSURANCES.</b>								
Anton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,545	\$20 for 1904	- 6% -	\$320
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 100,000 \$18,500,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16	6%	Tls. 871 sellers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000	\$6,563	\$1 for 1905	- 6% -	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$264,000 \$193,565	Nil.	\$1 for year ended 30/6 1906	6%	\$43
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$600,000 \$144,360	\$5,464	T for 1st half-year 1906	- 7% -	\$26
<b>REFINERIES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,200,000 \$280,000	\$422,618	\$25 for 1904	- 7% -	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$280,000	\$20,040	10/- @ ex. 2/1 9/16 = \$4.69	6%	\$74
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$80,000 \$26,011	\$13,355	\$1/- (No. 6) interim div. for 12 months ending 28/2/06	7%	Tls. 10 buyers
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$99,050	Final of 50 cents making G \$1 for 1905	7%	G \$14
South Australian Gold Mining Company, Limited	150,000	\$1	\$1	none	Dr. \$8,745	No. 12 of 1/- = 48 cents	-	\$9
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	- 6% -	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000 \$36,160 \$20,000	\$20,040	\$21 for a/c 1906	6%	\$94
Tsimshing and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30/6/06	8%	\$155 sellers
New Army Dock Company, Limited	10,000	\$60	\$60	\$38,000	\$2,221	\$1 for 1905	5%	\$171
Shanghai Dock and Engineering Co., Ltd.	25,700	Tls. 100	Tls. 100	Tls. 1,000,000 \$28,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7%	Tls. 240 sellers
Yangtze Wharf and Godown Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 57,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	8%	Tls. 225 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								